

BookletChart™



Chincoteague Inlet to Great Machipongo Inlet

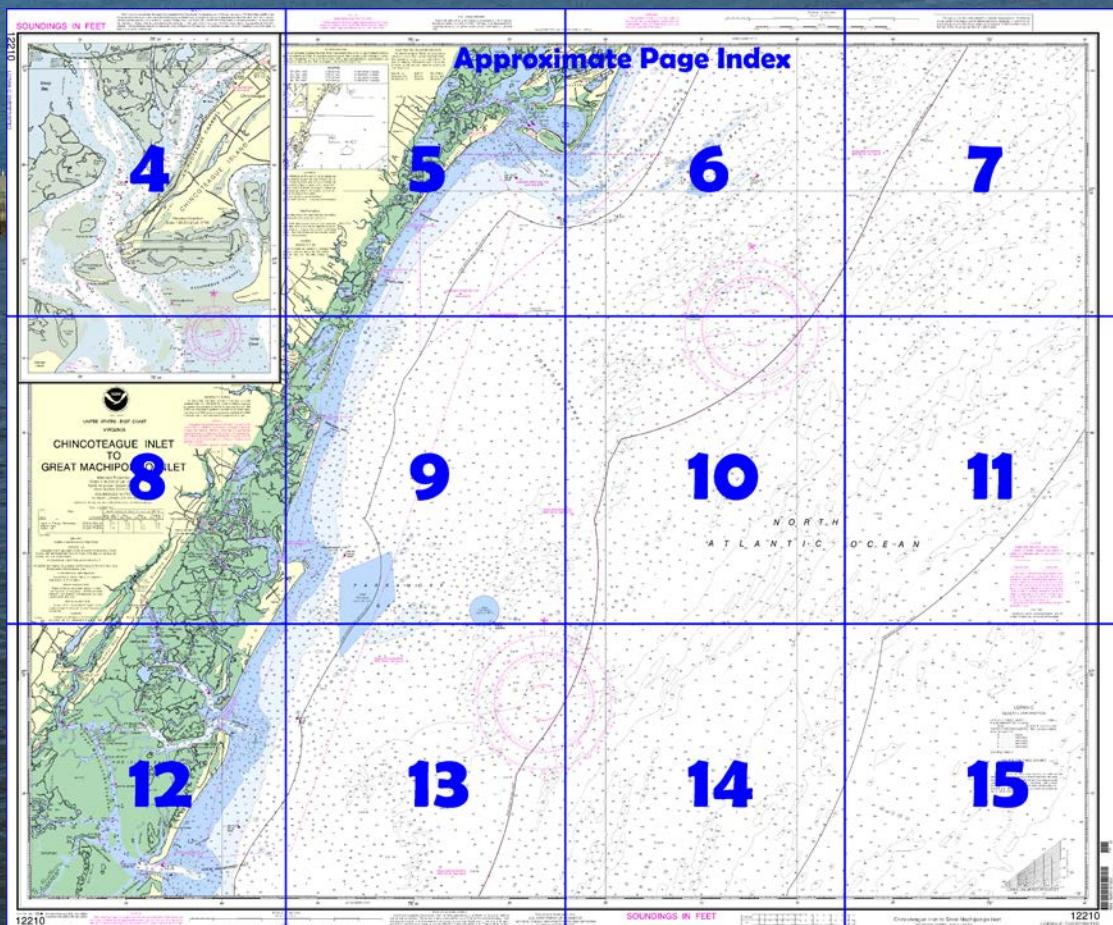
NOAA Chart 12210

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12210>



(Selected Excerpts from Coast Pilot)

The bays and connecting channels back of the barrier beaches form a continuous inside passage from Delaware Bay to Chesapeake Bay, but Assawoman Canal and Little Assawoman Bay are now navigable only for rowboats and outboards.

There are no harbors of refuge for deep-draft vessels along this coast. The inlets are subject to frequent change, and their navigation requires local knowledge.

Most of the navigable inlets are marked by

buoys, but the channels shift and the buoys cannot always be depended upon to mark the best water. Breakers form on the shoals even in ordinary weather and are good marks. Some of the interior channels are

marked by daybeacons and lights, but others are marked only by bush stakes. The channels through the flats can be followed best at low water when the flats are visible.

The currents have considerable velocity in the inlets and in the narrow channels connecting the inlets with adjacent bays and sounds. Velocities of as much as 3 knots may be encountered at times in places where the currents are strongest.

A **danger zone** extends for about 5 miles off the coast of Wallops Island and covers the entrance to Chincoteague Inlet. A strobe light is displayed at night from a tower in about 37°15'16"N., 75°29'06"W., about 30 minutes prior to the commencement of and during rocket launching operations.

Metompkin Inlet, the ocean entrance between Metompkin Islands and **Cedar Island**, is used by some small local fishing and oyster boats. The changeable entrance channel is unmarked and should not be entered without local knowledge.

There are no harbors of refuge for deep-draft vessels along this coast. The inlets are subject to frequent change, and their navigation requires local knowledge.

Fishtrap areas along the coast from Cape Henlopen to Cape Charles have been established under Federal authority and are shown on the charts. Numerous pile remains of former traps are said to menace inshore navigation.

Navigational aids.—Most of the navigable inlets are marked by buoys, but the channels shift and the buoys cannot always be depended upon to mark the best water. Breakers form on the shoals even in ordinary weather and are good marks. Some of the interior channels are marked by daybeacons and lights, but others are marked only by bush stakes. The channels through the flats can be followed best at low water when the flats are visible.

Tides.—The mean range of tide varies from 2.7 to 4.4 feet along the coast; high and low waters occur at about the same time as at Sandy Hook. Levels in the inside waters are greatly affected by winds, westerly winds producing low water and easterly winds high water. In Assawoman, Isle of Wight, Sinepuxent, and Chincoteague Bays, northerly and southerly winds drive the water to the ends of the bays. With strong winds of long duration, depths may be as much as 3 feet above or below the normal level.

Currents.—The currents have considerable velocity in the inlets and in the narrow channels connecting the inlets with adjacent bays and sounds. Velocities of as much as 3 knots may be encountered at times in places where the currents are strongest.

Chincoteague Inlet, between Assateague Island and Wallops Island, is 30 miles south-southwestward from Ocean City Inlet. The marked channel through the inlet to **Chincoteague Channel** is subject to frequent change; the buoys are shifted with changing conditions. Breakers are evident on either side of the channel. A sunken wreck is about 0.4 mile southwest of Fishing Point in 37°51'52"N., 75°24'03"W. Caution is advised when navigating the inlet.

A **danger zone** extends for about 5 miles off the coast of Wallops Island and covers the entrance to Chincoteague Inlet. A strobe light is displayed at night from a tower in about 37°15'16"N., 75°29'06"W., about 30 minutes prior to the commencement of and during rocket launching operations. (See **334.130** chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk

Commander
5th CG District
Norfolk, VA

(575) 398-6231

Table of Selected Chart Notes

Corrected through NM May 17/08
Corrected through LNM May 13/08

HEIGHTS

Heights in feet above Mean High Water.

⊙ (Accurate location) ○ (Approximate location)
CAUTION

Entrance to Inlets

The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

Mercator Projection

Scale 1:80,000 at Lat. 37° 40'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA	KHB-37	162.55 MHz
Salisbury, MD	KEC-92	162.475 MHz
Heathsville, VA	WXM-57	162.40 MHz

known to be permanent.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the



FISH TRAP AREAS

Boundary lines of fish trap areas as approved by the Secretary of the Army are shown thus:

CAUTION: Mariners are warned that numerous uncharted duck blinds, stakes, and fishing structures are located in these areas.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LORAN-C

99

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL

9960.....99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9960-X

111

RATES ON THIS CHART

9960-X 9960-Y

113 125

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Within the 12-nautical mile Territorial Sea, previously identified as the outer limit of the 3-mile Natural Resource Boundary off the inner limit of Federal fisheries jurisdiction, the 12-nautical mile Exclusive Economic Zone limits are subject to modification.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.
Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.468" northward and 1.260" eastward to agree with this chart.

International Proclamation, some Federal laws apply. The Three Nautical Mile Line, continues to depict the jurisdictional limit of the other laws. The 9-nautical mile line to Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone are shown on this chart. Unless fixed by treaty or the U.S. Supreme Court, these maritime

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: ---



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been submitted for charting. Surveys have been conducted in the areas outlined in red.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Harbor of Refuge, Chincoteague I.	(37°54'N/75°24'W)	2.8	2.6	0.1
Metompkin Inlet	(37°40'N/75°36'W)	4.1	3.8	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>.
(Apr 2008)

NOTE B

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.



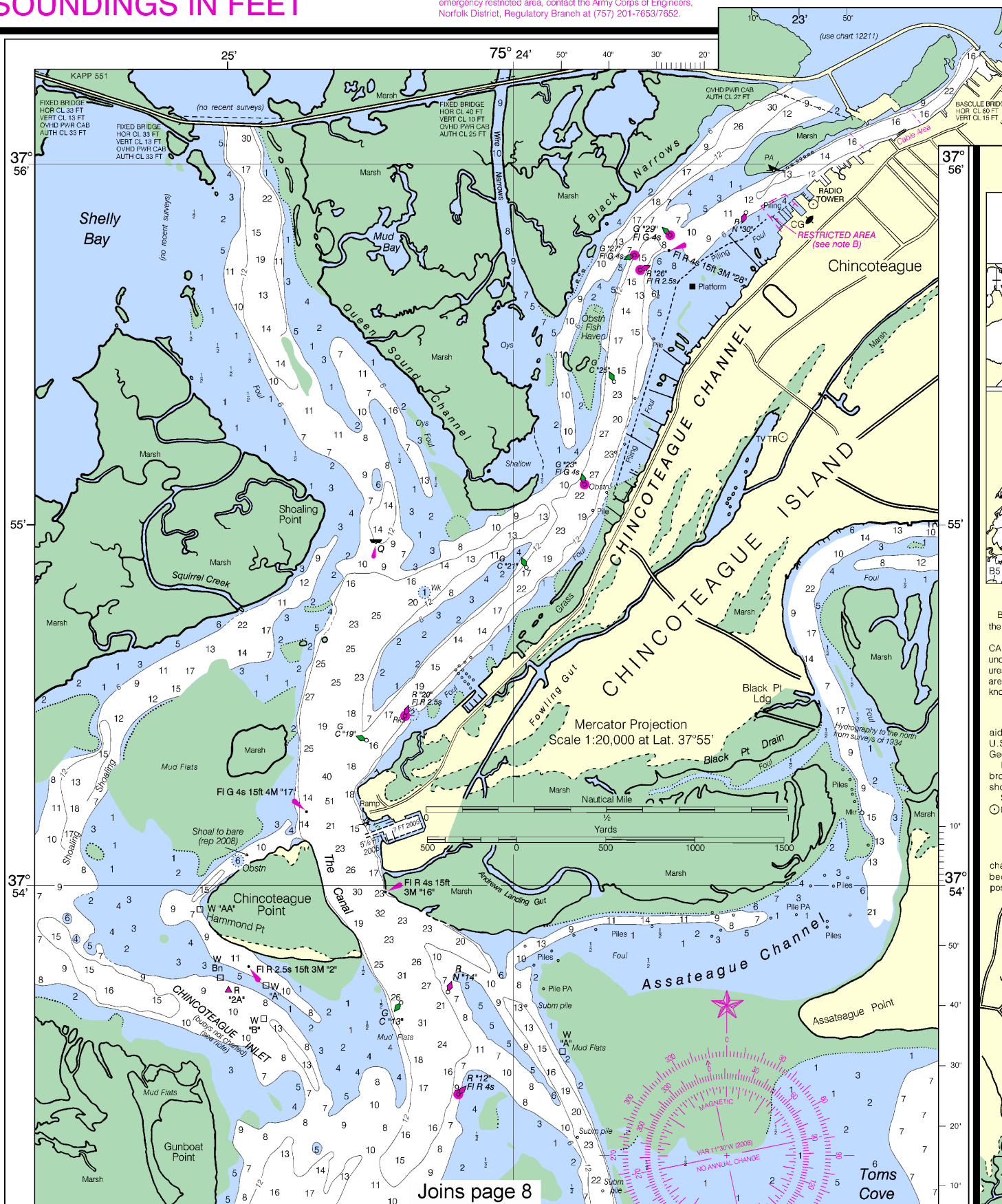
SOUNDINGS IN FEET

NOTE B
EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

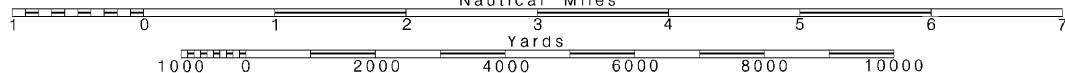
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LORAN-C OVERPRINTED

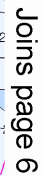


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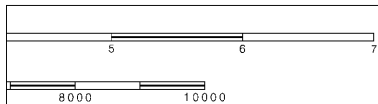
Note: Chart grid lines are aligned with true north.



Formerly C&GS 1221, 1st Ed., Jul. 1

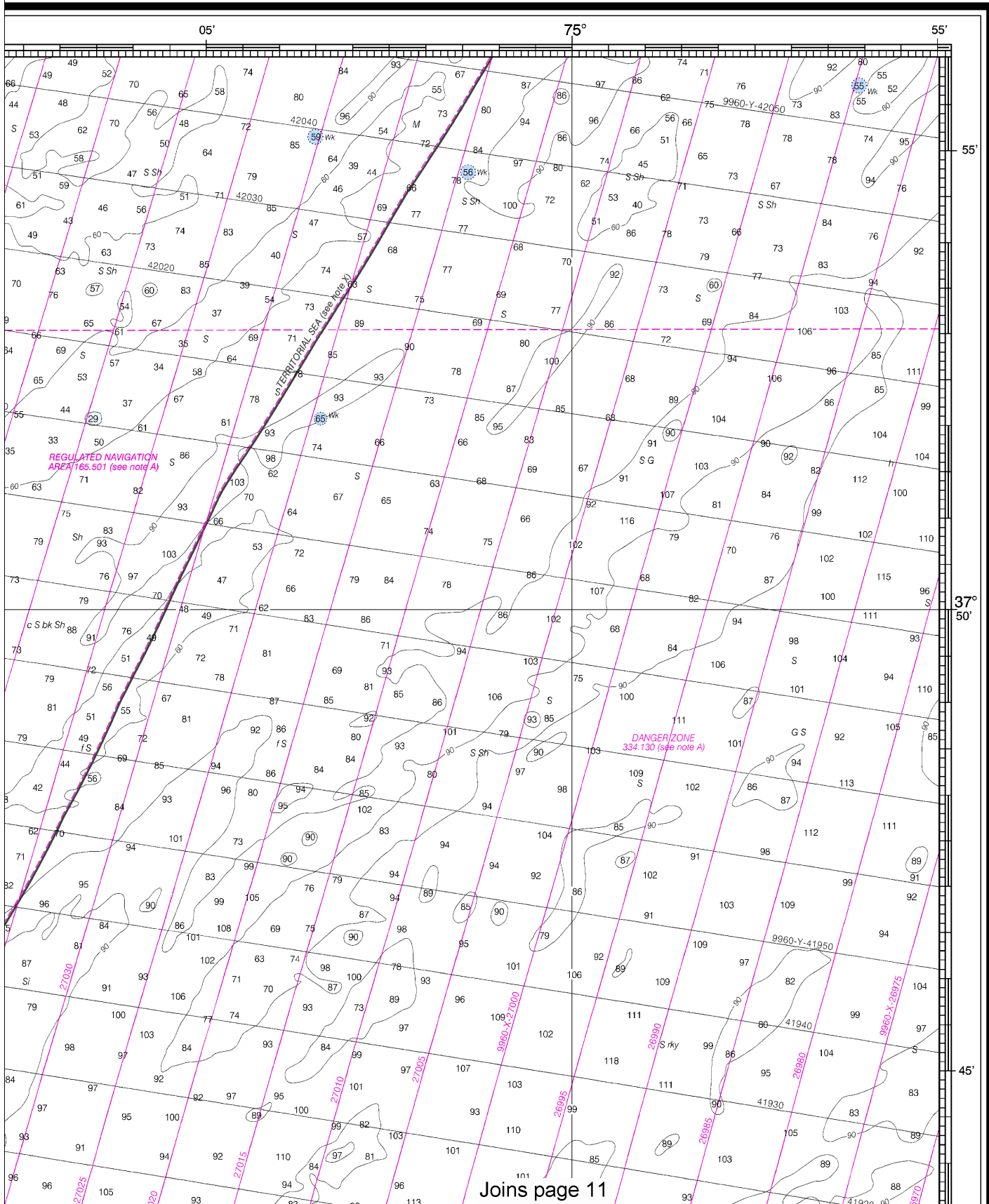


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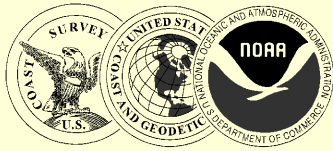
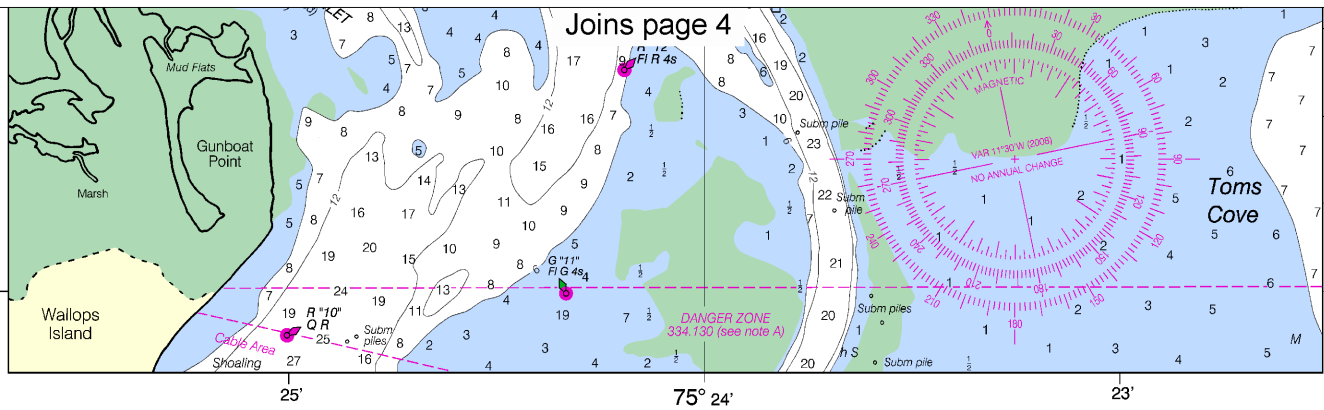


This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
 NGA Weekly Notice to Mariners: 0413 1/26/2013,
 Canadian Coast Guard Notice to Mariners: n/a.



UNITED STATES - EAST COAST

VIRGINIA

CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET

Mercator Projection
Scale 1:80,000 at Lat. 37° 40'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
			Mean Higher High Water	Mean High Water	Mean Low Water	Mean Lower Low Water
Harbor of Refuge, Chincoteague I.	Metompkin Inlet	(37°54'N/75°24'W) (37°40'N/75°36'W)	feet	feet	feet	feet
			2.8	2.6	0.1	0.2

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Apr 2006)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

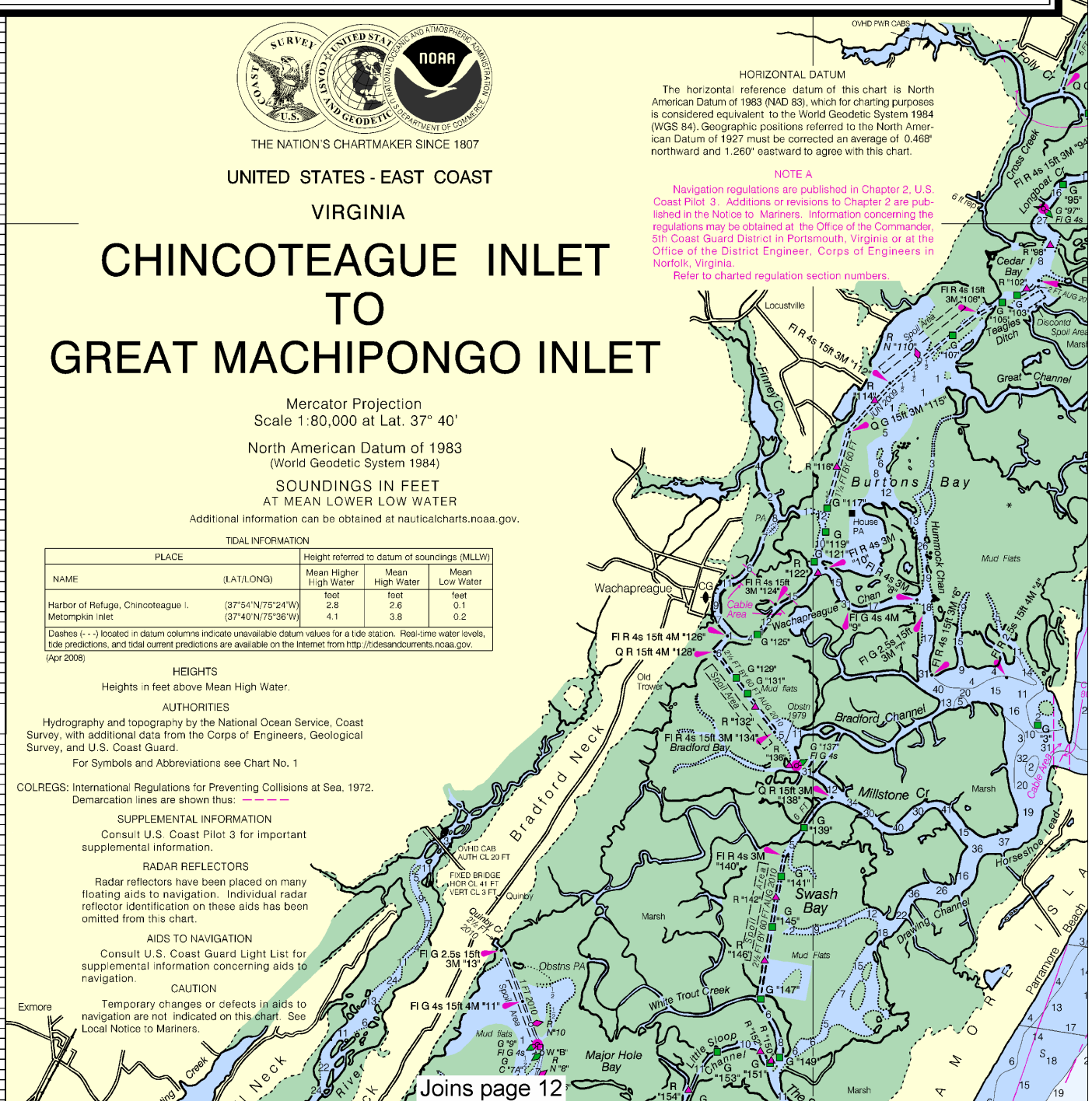
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.468" northward and 1.260" eastward to agree with this chart.

NOTE A

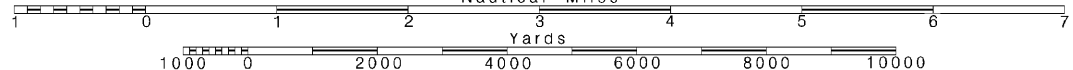
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Refer to charted regulation section numbers.



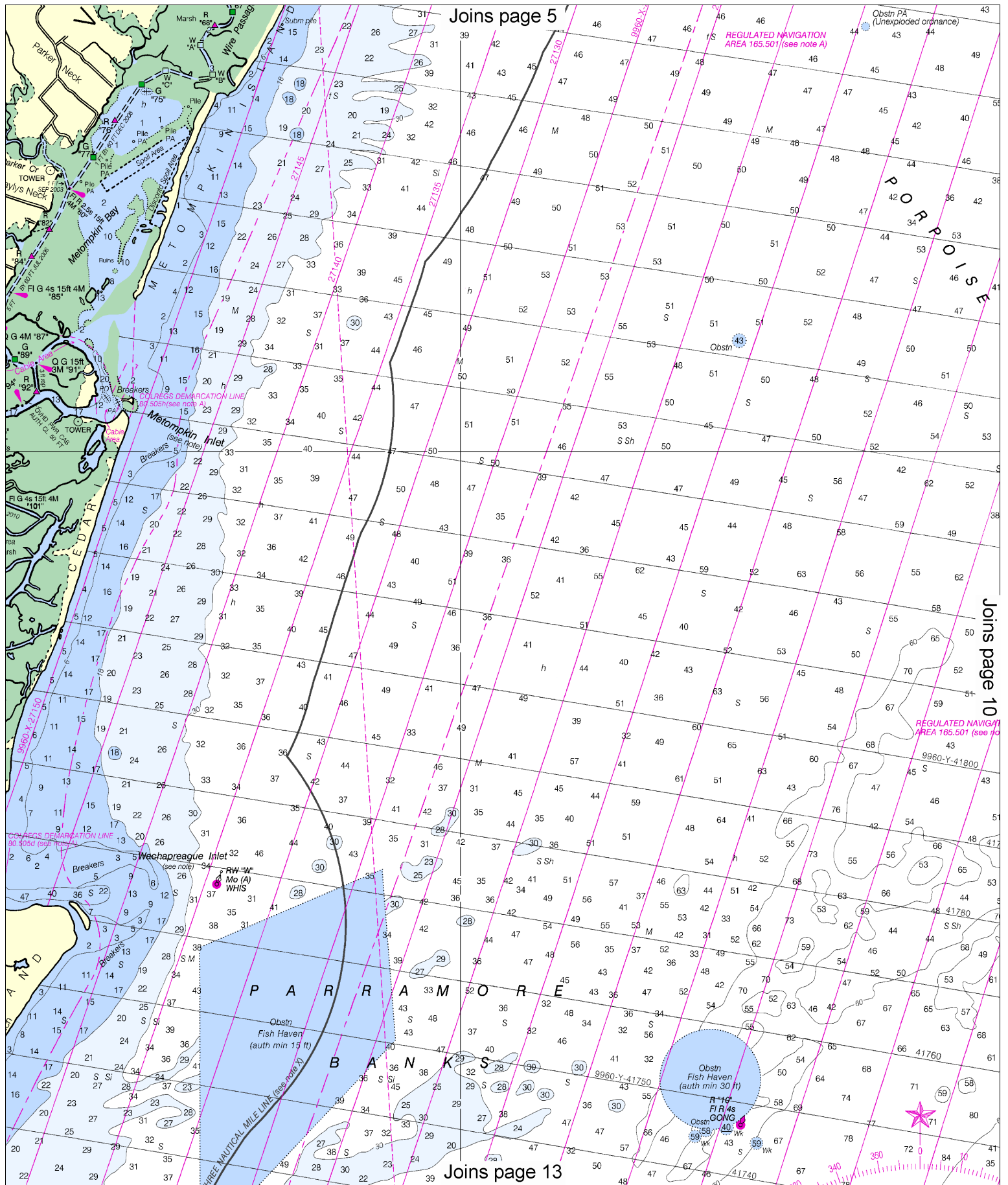
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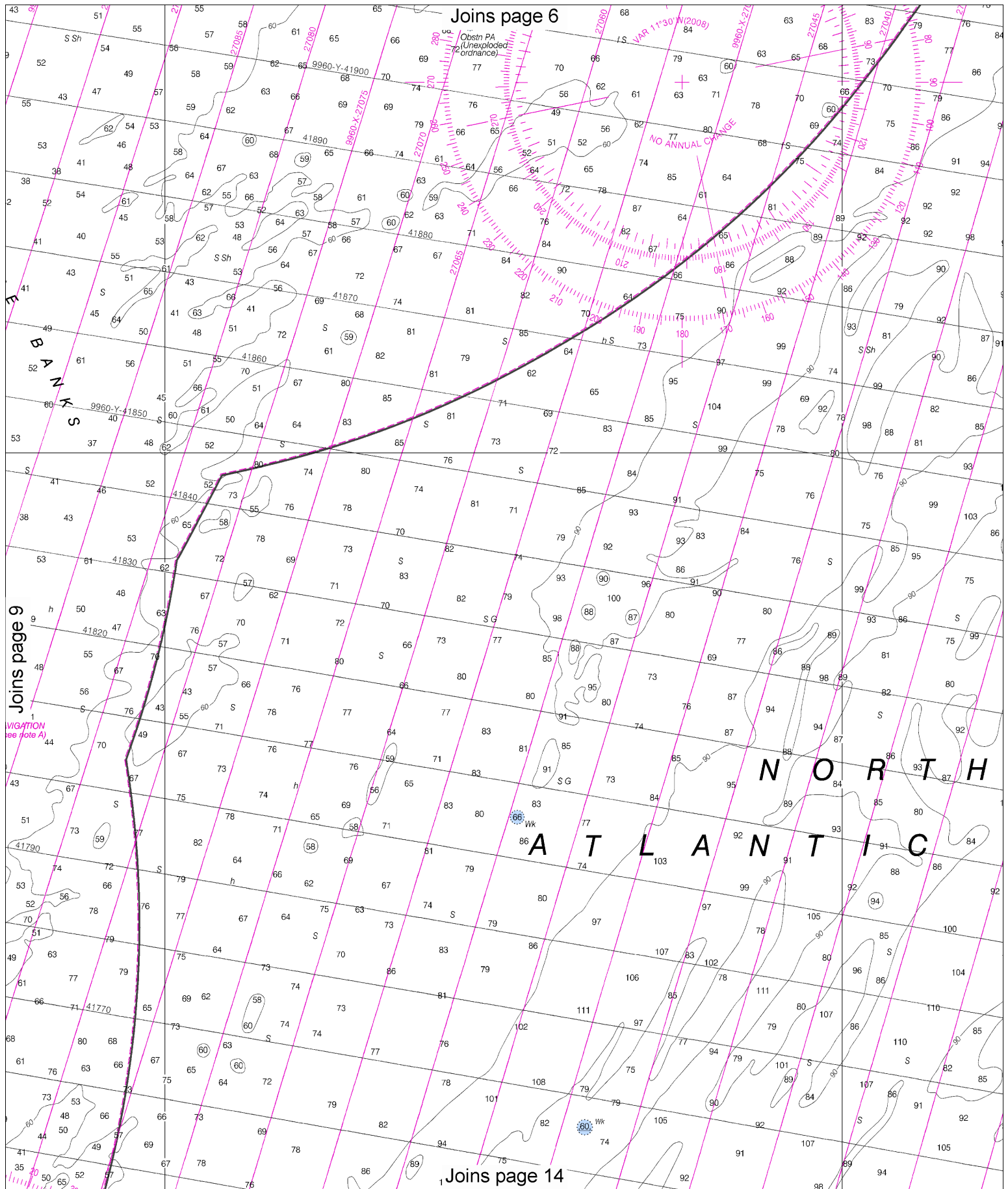
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.





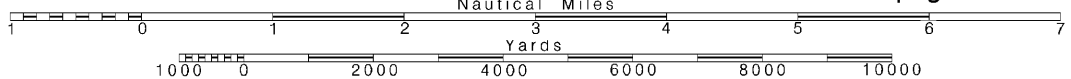
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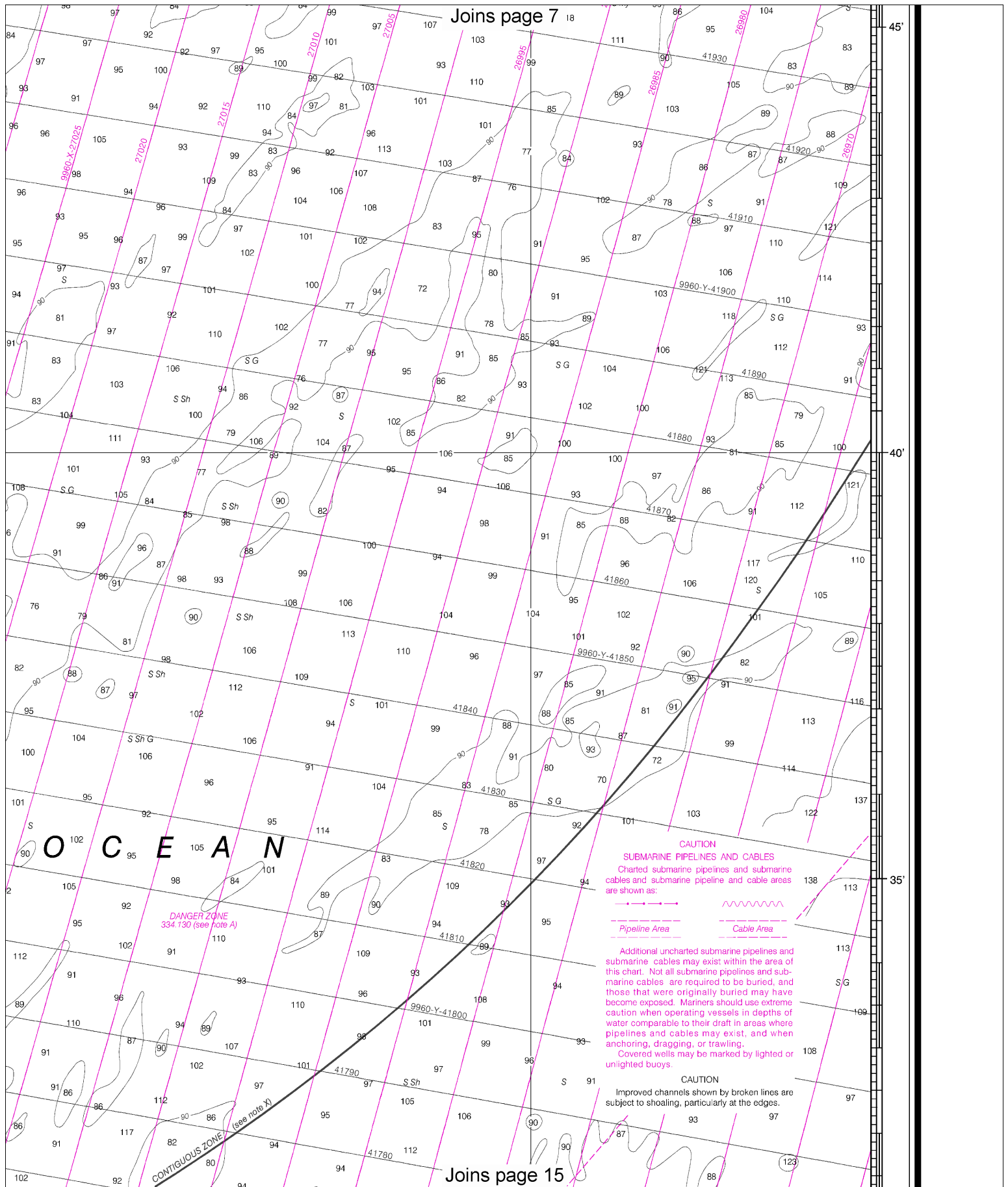
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





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OCEAN

DANGER ZONE
334.130 (see note A)

CONTIGUOUS ZONE
(see note Y)

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine
cables and submarine pipeline and cable areas
are shown as:

----- Pipeline Area -----
----- Cable Area -----

Additional uncharted submarine pipelines and
submarine cables may exist within the area of
this chart. Not all submarine pipelines and submarine
cables are required to be buried, and
those that were originally buried may have
become exposed. Mariners should use extreme
caution when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, dragging, or trawling.
Covered wells may be marked by lighted or
unlighted buoys.

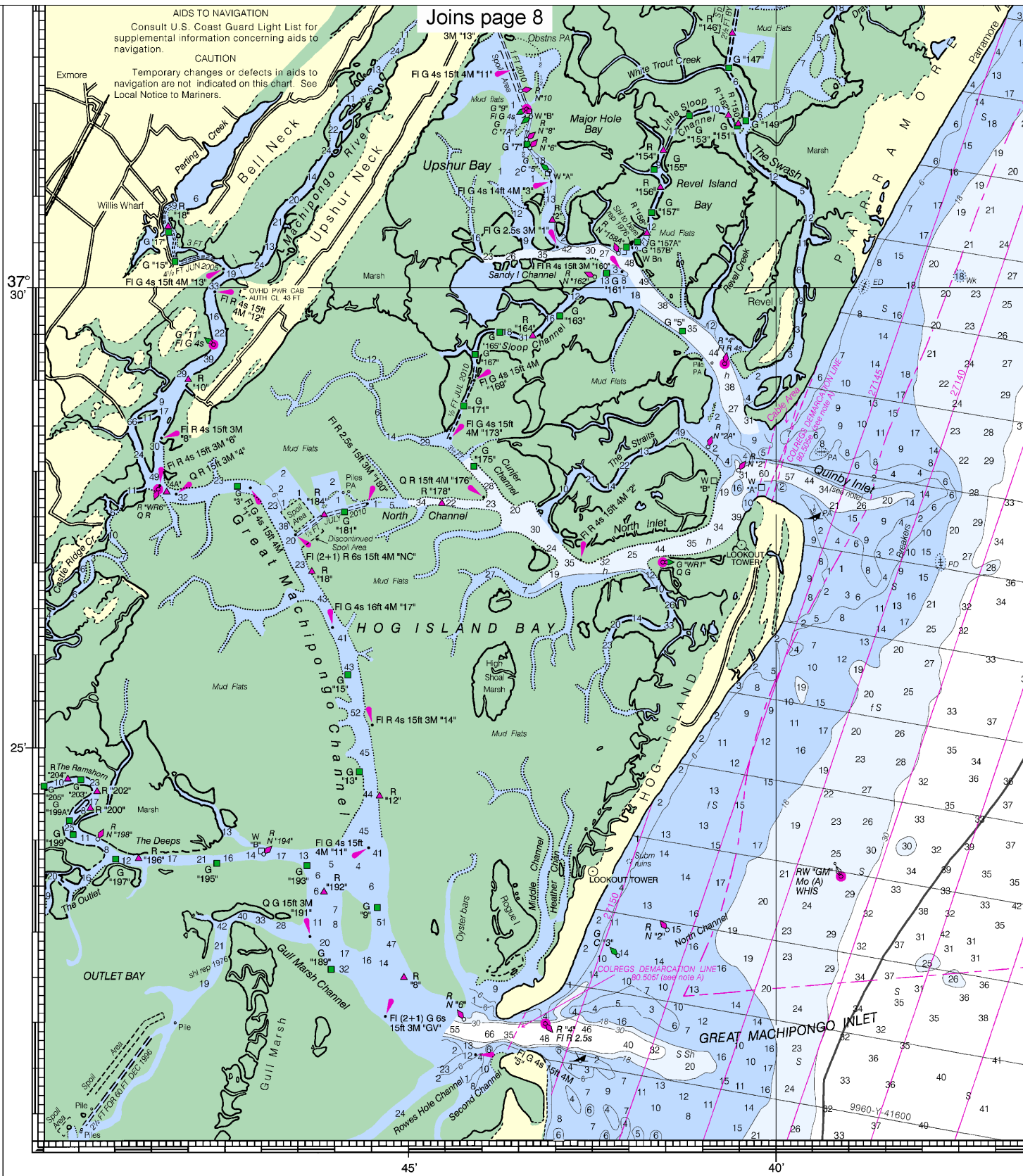
CAUTION
Improved channels shown by broken lines are
subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

CAUTION

Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.

Joins page 8



38th Ed., May /08 ■ Corrected through NM May 17/08
Corrected through LNM May 13/08

12210

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published
weekly by the National Geospatial-Intelligence Agency and the Local Notice to
Mariners (LNM) issued periodically by each U.S. Coast Guard district to the
dates shown in the lower left hand corner. Chart updates corrected from Notice to
Mariners published after the dates shown in the lower left hand corner are available at
nauticalcharts.noaa.gov.

SCALE 1
Nautical



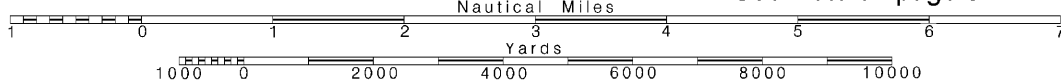
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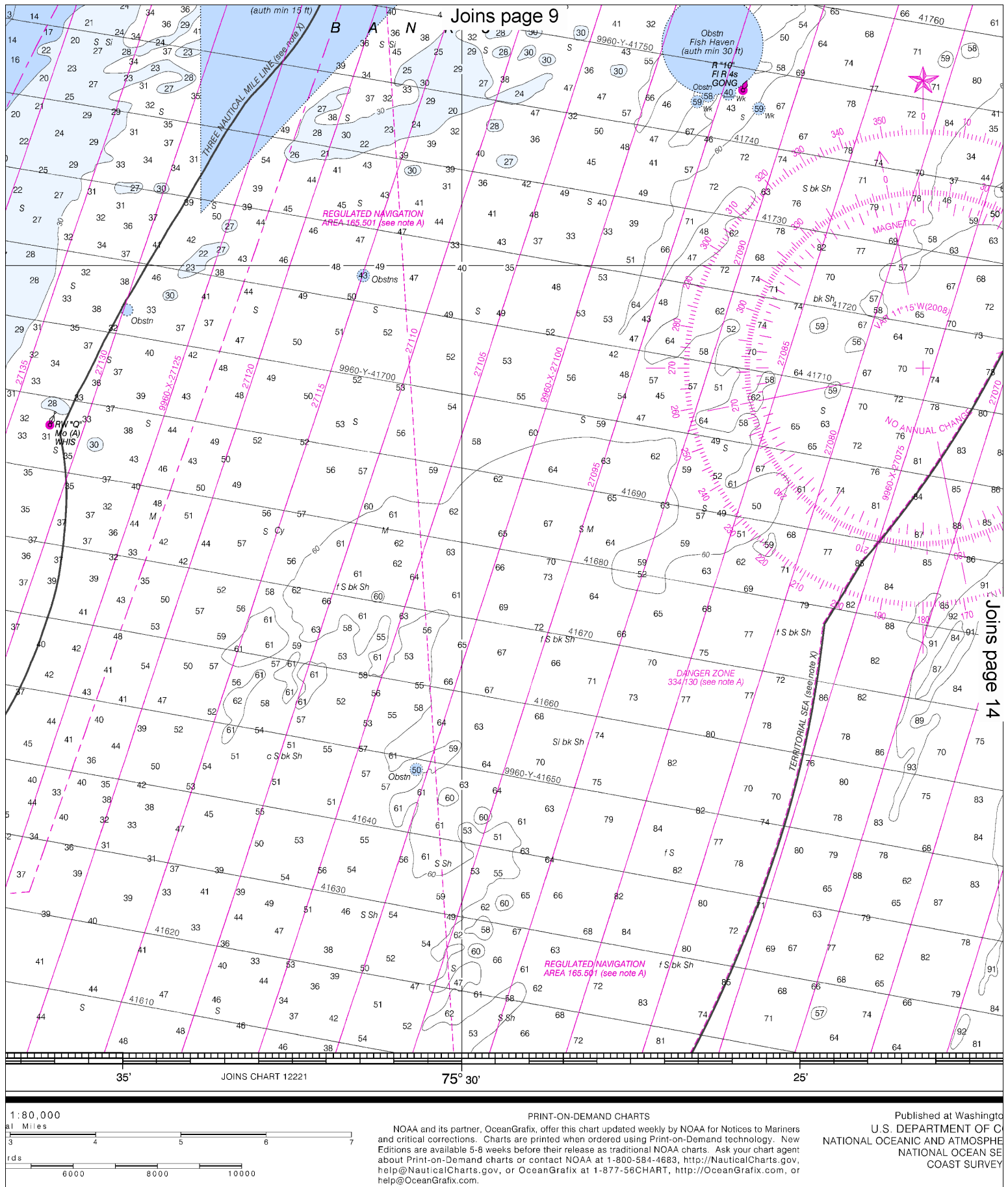
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

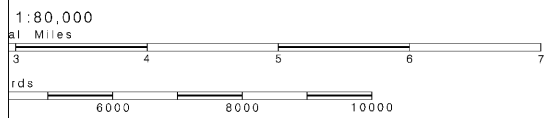
See Note on page 5.





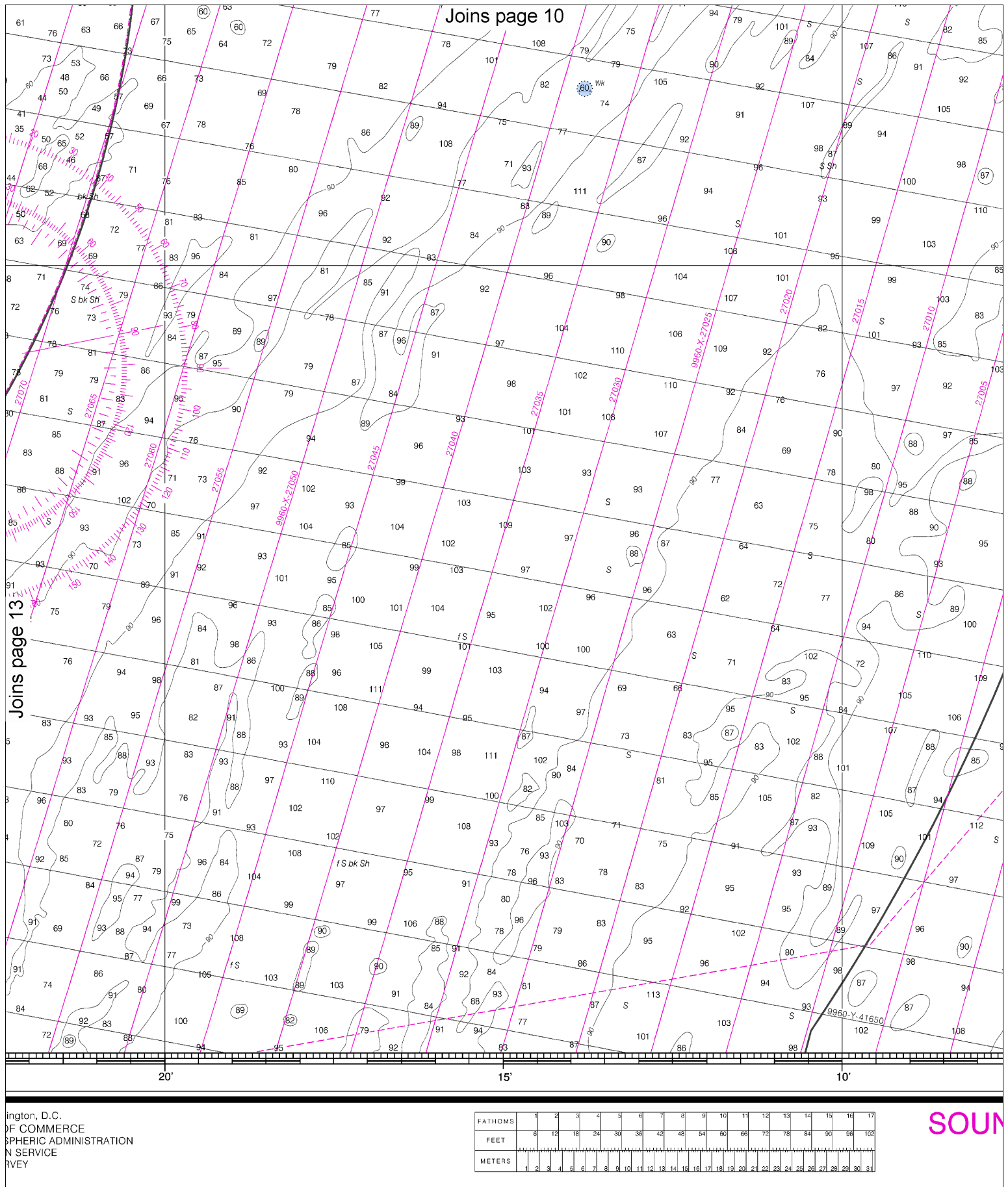
Joins page 9

Joins page 14



PRINT-ON-DEMAND CHARTS
 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-6 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SURVEY



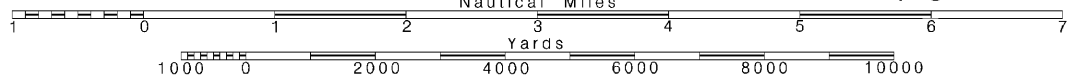
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CONTIGUOUS ZONE
(see note X)

LORAN-C GENERAL EXPLANATION

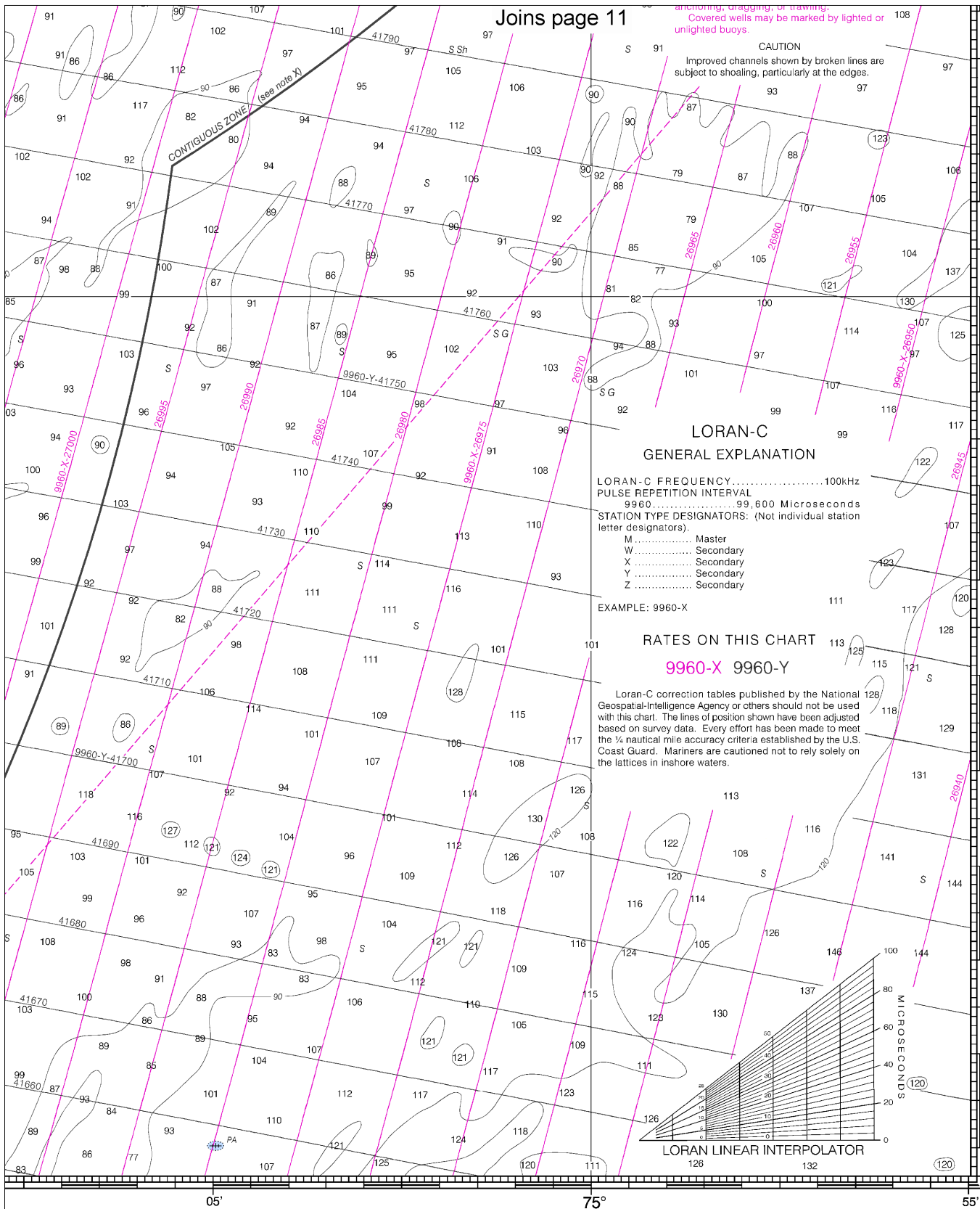
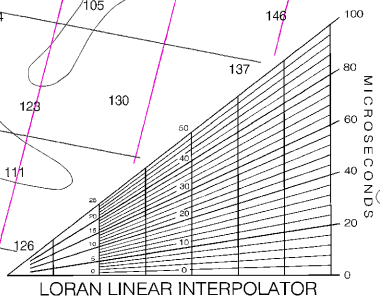
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

9960-X 9960-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



NDINGS IN FEET

Chincoteague Inlet to Great Machipongo Inlet
SOUNDINGS IN FEET - SCALE 1:80,000

12210
LORAN-C OVERPRINTED

ED. NO. 38
NSN 7642014010341
NGA REFERENCE NO. 12BCO12210



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker